

PRICE \$2½ PER MONTH

NEW ADVERTISEMENTS.

COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of this Company will be held at the City Hall, Victoria, Hongkong, on MONDAY, the 18th June, 1888, at 3 of the CLOCK in the AFTERNOON, for the purpose of considering and if thought fit passing the Subjoined Resolution.

RESOLUTION.

That the Company be wound up voluntarily in accordance with the Company's Articles of Association and under the provisions of the Companies Ordinances 1865 to 1888.

Dated the first day of June, 1888.

By Order of the Board.

SAM'L J. GOWER,
Secretary.

[1048]

COMPANY, LIMITED.

FOR SHANGHAI (VIA SWATOW).
(Taking Cargo and Passengers at through rates for
CHIOFOO, TIENTSIN, NEWHAWA, HANKOW and Peking via the YAGROWAN).

PRINCE Company's Steamship

"FOOKSANG".

Captain Wills, will be dispatched as above
TO-DAY (SATURDAY), the 2nd inst.
at NOON, instead of as previously advertised.

For Freight or Passage, apply to
J. J. JARDINE & MATTHEW THOMSON & Co.,
General Managers.

Hongkong, 1st June, 1888. 1023

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI KOBE, AND

THE Steamer
"SAGHALIEN."
 Homery, will be despatched for above Ports on
 or about **THURSDAY**, the 7th instant.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 2nd June, 1888. 12
AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG,
COLIMBO, ROMRAY, ADEN, SUEZ.

(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, BLACK SEA,
LEVANT & ADRIATIC PORTS).
The Company's Steamer
"MELPOMENE."
Captain A. Malua, will be despatched as above
on TUESDAY, the 12th of June, at NOON.
For Further Particulars regarding Freight
and Passage, apply to the Agency of the Com-

Hongkong, 1st June, 1888. [5]
 CANADIAN PACIFIC LINE.
 TAKING CARGO AND PASSENGERS TO
 JAPAN CANADA THE UNITED
 STATES, AND EUROPE,
 VIA
 THE CANADIAN PACIFIC RAILWAY
 AND OTHER CONNECTING
 RAILWAY LINES, & STEAMERS.
 "PARATHIA".
 3,677 Tons Register. Wallace, Commander,
 will be despatched for VANCOUVER, B.C.
 and SAN FRANCISCO, VIA KOBE, and
 YOKOHAMA, on TUESDAY, the 12th
 June, at 7 A.M.
 To be followed by the S.S. "ABERDEEN"
 on the 21st June and S.S. "ABYSSINIA",
 on the 12th July.
 For particulars apply to Yokohama, with

and at Vancouver with Pacific Coast Points by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines.

First-class Fares granted as follows:—

To Vancouver & Victoria Mexican	\$186.00.
To San Francisco	175.00.
To all Common Ports in Canada	200.00.
To the United States	206.00.
To Liverpool	306.00.
To London	305.00.
To other European Ports at proportionate rates.	

Special reduced rates granted to Officers of the Army, Navy, War Services, and the Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office addressed to Mr. D. E. Webster, District Freight Agent, Vancouver, B.C.

Freight will be received on Board until 4 p.m.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight apply to
ADAMSON, BELL & Co.
Agents,
Hongkong, 1st June, 1888.

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO AND RUBATINO) UNITED COMPANIES

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

having arrived from the above Ports, Consignees of Cargo who are less informed that their Goods are the EXCEPTION OF OPIUM AND VALUABLES, are being landed at their risk into the Godowns known as THE HONGKONG WHARF AND GODOWNS, Wanchai, whence delivery may be obtained. Perishable Goods to be taken for delivery immediately.

Consignees wishing to receive their Goods of the Wharf are at liberty to do so, those wishing to take delivery from alongside may apply at Agents' Office.

This vessel brings on Cargo:—From Genoa &c., ex S. S. *Mullu*.

Goods will be admitted after the Goods

sent in to the Undersigned before the 7th
June, at 4 p.m., or they will not be re-
cognized.

No Fire Insurance has been effected, and the
Goods remaining in the Godowns after the 8th
June, at 4 p.m., will be subject to rent at
the rate of one cent per package per diem.

CARLOWITZ & Co.,
Agents.

Hongkong, 1st June, 1888.

FOR LIVERPOOL
THE 32 L. I. AMERICAN SHIP
"C. C. CHAPMAN."
Fishburn, Master, shortly expected here, will
load here for the above Port, and will have a
quick despatch.

For Freight, apply to
HONGKONG, 1st June, 1888. PUSTAU & CO. (19)

FOR NEW YORK.
THE 3/3 L. I. American Ship
 "WANDERING JEW,"
 Nichols, Master, shortly expected here, will load
 here, for the above Port, and will have a quick
 despatch.
 For Freight, apply to
 PUSTAU & Co
 Hongkong, 1st June, 1888.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Verona (str.)	M. de Home	Hongkong	P. & O. S. N. Co.	To-day, at Noon.
LONDON, via SUEZ CANAL	Bellerophon (str.)	Guthrie	Hongkong	Batterfield & Swire	On 7th June, at Noon.
LONDON, via SUEZ CANAL	Edith (str.)	Wallace	Hongkong	Adamson, Bell & Co.	On 12th inst., at 3 p.m.
LONDON, via SUEZ CANAL	Edith (str.)	Wallace	Hongkong	Adamson, Bell & Co.	On 12th inst., at 3 p.m.
LONDON, via SUEZ CANAL	Edith (str.)	Wallace	Hongkong	Adamson, Bell & Co.	On 12th inst., at 3 p.m.
LONDON, via SUEZ CANAL	Edith (str.)	Wallace	Hongkong	Adamson, Bell & Co.	On 12th inst., at 3 p.m.
LONDON, via SUEZ CANAL	Edith (str.)	Wallace	Hongkong	Adamson, Bell & Co.	On 12th inst., at 3 p.m.
LONDON, via SUEZ CANAL	Edith (str.)	Wallace	Hongkong	Adamson, Bell & Co.	On 12th inst., at 3 p.m.
LONDON, via SUEZ CANAL	Edith (str.)	Wallace	Hongkong	Adamson, Bell & Co.	On 12th inst., at 3 p.m.
LONDON, via SUEZ CANAL	Edith (str.)	Wallace	Hongkong	Adamson, Bell & Co.	On 12th inst., at 3 p.m.

BUSINESS ANNOUNCEMENTS.

THE COMPANY'S EXTRACT OF MEAT.
FOR IMPROVED AND ECONOMIC COOKING.
Indispensable for India, as an efficient food in all cases of weakness. Keep good in the hottest climates and for any length of time.
LIPIB COMPANY'S EXTRACT OF MEAT.
Best and Cheapest Meat Flavouring Stock.
Soups, Made Dishes and Sauces.
Genuine only with the face-like of Baron Liebig's Signature in Blue Ink across Label.
LIPIB COMPANY'S EXTRACT OF MEAT.
To be had of all Storekeepers and Dealers throughout India.
Cookery books sent free on application to the Company.
LIPIB'S EXTRACT OF MEAT CO., LTD.
9, PARKER STREET, LONDON, ENGLAND, E110.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
The Company's Steamship
"POKIKI,"
Capt. Boock, will be despatched for the above Ports TO-DAY, the 2nd June, at Noon.
For Freight or Passage, apply to
DOUGLAS LAFLAIRE & Co.,
General Managers.
Hongkong, 31st May, 1888. [1041]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1042]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1043]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1044]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1045]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1046]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1047]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1048]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1049]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1050]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1051]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1052]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1053]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1054]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1055]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1056]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1057]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1058]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1059]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1060]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1061]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1062]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"BELLEROPHON,"
Capt. Guthrie, will be despatched as above on TUESDAY, the 12th June, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st May, 1888. [1063]

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

"THE BELGIUM" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 24th June, at 9 a.m. Connections made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fare from Hongkong to San Francisco, via Yokohama, on WEDNESDAY, the 24th June, at 9 a.m. This allowance available for 6 months. \$300.00

To San Francisco, via Yokohama, on 6th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th November, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th November, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th November, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th November, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th November, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th December, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th December, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th December, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th December, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th December, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th January, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th January, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th January, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th January, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th January, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th February, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th February, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th February, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th February, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th February, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th March, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th March, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th March, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th March, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th March, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th April, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th April, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th April, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th April, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th April, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th May, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th May, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th May, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th May, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th May, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th June, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th July, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th August, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th September, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 18th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 24th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 30th October, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 6th November, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 12th November, at 4 p.m. \$350.00

To San Francisco, via Yokohama, on 1

Reports are now issued in agreeable c

Reports are now issued in agreeable contrast to the dilatoriness of a few years ago. We have already noticed the English mail from Pusan, and the Chinese mail from Shanghai, and now, from Wuhu, Swatow, Kienchow, and Peking, which are thus placed in the hands of readers in the South earlier than the Customs Reports. The Customs Report of the Trade of China by the Open Ports, but the only was received some days ago, and the report is full of interesting particulars as to the ports through there have been commenced in the Shanghai papers, have not yet reached Hongkong. Acting Consul BOURKE, in his report on Wuhu, says that port is, in respect of foreign trade, but a feeder to Shanghai, whether all exports, and foreign imports come to Shanghai, or whether some go to Hongkong. In fact, consequently, does not contain much of that is of general interest. One item, however, is worthy of notice. The people in the up-country districts—Mr. BOURKE says—do not, not least their preference for the silver dollar, which is the chief article of export, worth in Wuhu, about 10 per cent, above its intrinsic value, and sometimes much more. The farmers buy Carolus dollars to take up country silver they receive in payment for their goods. The demand for these dollars, and the premium they command, is a constant feature in the trade of the up-country districts of China. At Swatow there has been a decline in imports, chiefly in Sundries. In Ceylon, Goods and Woollens there has been an increase, as measured by values, although the average rate of exchange for the preceding period, lower than that of the preceding period. Consul MANFIELD thinks, however, is severely restricted by the uncertainty of exchange. He says:—“The imports of Manchester goods especially have been embarrassed by the steady depression of silver. The margin of profit is so small that they have been gradually raising prices of the piece goods, and this of course tells seriously in favour of native goods which are not subject to the same fluctuations in price. It is indisputable that wools are at all a stable medium of exchange, a far better trade in Manchester goods than the former. The goods trade of Swatow is seriously affected by the fall in silver, there is absolutely no produce which is shipped to the United Kingdom for exchange for Manchester goods imported from elsewhere in his report Mr. MANFIELD

[illegible]

There has been a considerable increase in the sugar from Swatow to the North China coast. At Kiangchow a dispute has arisen between the Chinese authorities and the American consular officer on the taxation of the exercise of protection as a drawback on the trade there. The dispute in Formosa died. It appeared that the market for sugar is in the North China coast. At Kiangchow, but the authorities of the city, which is three miles from the coast, do not consider it as not an open port, and they have been endeavoring to prevent the American consular officer-General from taking up any of the local sugar. The American consular officer has declared that it is only the port of Kiangchow, viz., Hsowho, the foreign trade, and that Kiangchow is in the interior. The question, of course, is still unsettled. "The American sought to prevent the local sugar from being sent trifling quantities to only a few of the ports, and to levy it there. It might be levied were it not for the fact that it would probably would be, to the consular officers, not being able to compete in 'arranging' matters with the authorities, would be driven to Walsham." It is to be hoped that the consular officers will find Walsham subjects to trade to the consular officers, and to the consular officers, which they are clearly entitled to. The English version of the Treaty, JOHNSON admits that in the Chinese version there is some ambiguity.

As to shipping, at Wuhu the falling-off, due to the ocean steamers' loading of the foreign goods, has been about held proportionally compared with other nations. At Swatow the increase during the year of 55 British vessels clearing the port for man shipping shows a falling-off. The Chinese foreign riggers of Swatow, however, reported an increase of 7,355 tons of cargo, and 1,679 tons of cargo. The British shipping was 82.3 per cent. of the previous year. The most striking feature of the report under this heading is that "Freights in China proved, and whereas a year ago could be chartered for a small margin of extra cost, the shipping companies obtain vessels at considerable rates." Leaving out of

any reason why one nation should envy or re-
the progress of another? Australia, which has
its six millions of inhabitants, takes between
twenty and thirty million pounds worth of
British exports every year, while China
with her 400 million inhabitants by hundreds
millions takes less than half that amount
The more well-to-do our customers are the
more freely will they be able to buy what we
have to sell. Prince KOROZUKIN says:—"China
and Japan will never be serious customers of
Europe; they can produce much more for
and when they begin to buy they will produce the
of European nations they will produce the
of Europe." Woo to Europe, if the day that
the steam engine invades China, she is as
relying on foreign customers!" The steam
engine is already invading China, and so
from seeing in it a cause of alarm to
foreign merchant hails it as the cause of
the tide of prosperity. It is the cause of
a adoption of science, that point aid
humanity, that will increase in wealth, so
they become freer buyers of the goods to
found in "foreign" markets. Nothing,
therefore, can well be more certain than that
international commerce will increase, instead
the increase of wealth. The more
declining, with the growth of civilization
the increase of wealth. The more
markets there will no doubt be adapted
will have to be made by the merchant
manufacturer to varying circumstances,
the tonnage about fifty years hence
be vastly greater than that required by
trade of to-day is a proposition which is
not wedded to fantastical theories like
of Prince KOROZUKIN will seriously dis-

MEETINGS.—THE PUNJOM MIN
A "private" meeting of the sharehol

Mining Company (Limited) on the 30th May to meet the Company's ordinary shareholders at the offices of H. M. Cantlers, the Company's Manager, and to come up from the mine. Mr. BECHER, who presided, gave a very interesting report and answered a number of questions addressed to him by Mr. CANTLERS, another mining expert who is interested in the property as a shareholder. Why the directors were at the mine, he said, was not for the purpose of attending the meeting, but to see that the work was going on well. Not one word was said about the proposed amalgamation, which might not with the utmost propriety have appeared in print, nothing being published without being calculated to damage the prospects of the Company, while on the other hand all the shareholders have an undeniable right to be placed in the possession of the information, not only small proportions of which would be likely to attend the meeting, even of those who did attend the meeting, not all were able to follow the proceedings, because the room in which it was held was a very small one and a number of gentlemen were unable to get further than the outer office, where most of the time must have been wholly unprofitable.

Although the meeting was described as being a very successful one, it was given no official notice, and no branch of confidence in giving the briefest of what was said. The brokers present in force, and doubtless the press, have formed a general topic of conversation on the Club-street in the neighbourhood during the day, and in the evening at such a rate, that even the most reserved could feel himself pledged to serve society in respect to what transpired. The Chairman spoke, apparently unfeeling of annoyance, of remarks which were being made in the Press with reference to the ordinary meeting held recently.

It is not necessary to say that it is a policy of unnecessary reserve to refuse to say, so long with the action of the Directors, and with adverse criticism, founded possibly on inaccurate information, to make it all the more disagreeable. There may be occasions when a private meeting of the shareholders in a company becomes necessary, as, for instance, when negotiating the sale or purchase of property or the

The article in the London and Glasgow papers was so general as to give the impression that the miners' general feeling of the shareholding was one of antagonism towards the directors. There is nothing of that kind in connection with the Pannion Company. The shareholders simply want to know what is being done, and whether there is any prospect of mining turning out a success. It is not being in the colony, or the meeting was called, which makes it impossible for the meeting him and eliciting such information as they desired and he was able to do.

Whether Mr. BECHER's report was favourable or unfavourable, it was equal to the fact that the fullest publicity should be given to it. Publicity might perhaps be somewhat wasted if the bulk of the shareholders were not interested; the general desire to be placed in possession of the facts at the how we may, therefore, we have there is any more excuse for private meetings of Public Companies than there was for the private meetings of the Finance Committee of the Legislative Council.

The meeting having been called the Secretary was asked to read the report by Mr. BECHER. This time, Mr. BECHER suggested that the report should be read as he had not heard the whole of it was, moreover, one which would take little time to digest. The Chairman said that the report should be pronounced amongst the shareholders before CANDLE then proceeded to interrupt Mr. BECHER on a number of points of less technical nature as to the value of the mine. Mr. DOUGLAS JONES went on his legs and "the water raised question."

On this subject the chairman said that he did not understand the technicalities as well as some of the gentlemen present said they had known Mr. BECHER for years by reputation, and a very big thing it was; what he wanted to know whether Mr. BECHER, as a man of a business man, and as the mine, whether, perhaps, was a reasonable price, and whether, say five per cent., or anything at all, to the shareholders. Mr. BECHER replied that it was for him to say what percentages would return, but what he thought aspect hopeless when he saw once he owned the property.

He said he was doing now was to permit on a large scale, and sometimes, six months at the end of the month would be able to say definitely what prices would do more than pay for the mining. The nature of the experience gathered, in this case, was that the gold quartz has been found, and, after deferring further to the shareholders, Mr. BECHER proposed that this section to ascertain some capital, but it would not be up to the gold, some of the money up to the quartz, some of which would pay out, and some which would pay out.

insurance on principles which will not involve them in risks beyond what the premium collected warrants.

LOCAL ENTERPRISE AND GOVERNMENT CONTRACTS.

A short time ago reference was made in the Legislative Council to the question of inviting tender locally for goods required by the Public Works department instead of sending all orders to the Crown Agents for execution at home. At Singapore, where there is a Municipal Council not tied to the apron strings of the Colonial Office, orders are placed locally; the question is now being discussed whether it would pay locally to procure tenders from the Straits Times, "that Mr. [unclear]" suggestion, made at a recent meeting of the Municipal Commission, that tenders for the iron-work of large bridges should be invited from home, is a good one. But there is considerable doubt whether home firms will tender low enough to really compete with resident contractors. The point will have to be extensive to render that possible. Our correspondence is evidently of opinion that work of this kind can be executed cheaper locally than by getting from home. The circumstances of the colonies being analogous, it follows, if the contemporary is correct, that we in F.M.S. have been paying more than we ought to have done. If, however this may be, the case no doubt that it is advisable to make the field of competition as wide as possible and that it is impolitic as well as unjust to rule out local enterprise by sending all orders home without first ascertaining what they could not be executed cheaper on spot.

THE DOCTRINE OF PREVIOUS RIGHT

A day or two ago we reproduced from

China," in which extracts were given from various English writings on the doctrine of "previous right." The doctrine is now so common that it is hardly worth the trouble to combat the claim of China's right to exclude foreigners from her territory, and, briefly stated, is to the effect that the whole earth is open, under the jurisdiction of local law, equally to the foreigner as the native for purposes of commerce and other legitimate pursuits. The consequence is brought forward this doctrine is that, if the Chinese possess a footing in America, the same is conceded to the Chinese in Australia, on the ground that the issue of the *Free Press* article is devoted to the refutation of the respondent's argument. Our contemporary says:—"There is, however, one great fact running through the whole question, that is implied in the assumption, taken for granted, that the circumstances in which the English possess a footing in China and the Chinese possess a footing in America are of a nature which is identical. We are assuming circumstances identical, were the association of the races to be mutually beneficial in some measure, the position of our correspondent would be sound from a logical point of view, and, further, there could not possibly have arisen the strong convictions of our subject of Chinese immigration that have so recently been expressed by the English and Australian Colonists. The slight dissimilarity of the analogies connected with the presence of English merchants and engineers in the few spots in China where they are permitted to reside, and their absence from the Chinese in America, in Colombia, and Australia where they are intended to so widely occupy and make the lower grades of labour, will make some very apparent difference in every position of fact, and this is a complete dispositive fallacy on the side of the *Free Press*. The objection to that is correspondent. The notion of the similarity or dissimilarity of circumstances does not arise, for principles are independent of circumstances. The *Free Press* has taken up the anti-Chinese controversy; had it given up the doctrine, it disavowed the doctrine of the previous right would have been itself in a logical position. It accepts the doctrine that is uncontrollable it cannot with consistency maintain a right of exclusion. It says nothing sacred about the doctrine of "previous right;" it is evident that it is credited both in America and Australia as a matter of fact but it is not a natural acceptance and it is not because of the never conceding consideration especially of the importance of the limitations placed on foreign intercourse with China. Undoubtedly a small number of persons, not even so many as the most highly educated classes, do know what the doctrine of "previous right" meant if the question were put to them. Our Singapore contemporary, notwithstanding by the name of the doctrine and Balfour, whom the doctrine has been taken from, accepts it without a moment's hesitation. It then proceeds to argue that it is not in China but does not apply in Australia and applies either everywhere or nowhere.

rates estimated to be in the range of 10 to 15 per cent. The rates are not uniform, but are generally higher in the more developed areas. The rates are also subject to change, and are generally higher in the more developed areas. The rates are also subject to change, and are generally higher in the more developed areas.

of their former existence." In this case he makes the fact that neither he nor any one else has seen them a reason not for disbelief but for massing

pauses to go for Professor Jüri, whose cell he
brat work, *Histoire et géographie de la province de
latas chinoise* has, he admits.
of about all that was left in Europe, on Chi-
which, by the way, is very largely drawn up
by Dr. Hirth himself. The *pièce de résistance*
of the present pamphlet is a disquisition on preli-
dons, and this involves a discussion of the preli-
the meaning of the Chinese characters which
the Chinese describe as *ching*. Poor Jüri has
really translated the word by "blue," and for to-
he gets well buffeted by Dr. Hirth, not only
this place, but whenever Dr. Hirth, not only
feeling that the Chinese seems to offer a
"rope's end cannot," says Dr. Hirth, "understand
that peculiar kind of colour blueness which is
caused the Chinese to comprise under the
name colours or certainly not the same with
any other colour." "The Chinese," says Dr.
Why not? Most of us have read, all of us have
read about the liard and *Odyssey*, and praded
over the curious question whether the *Odyssey*
Athena had yellow eyes or blue eyes, and we
have seen the made at Paris, and we
but then he was blind; was certainly mistok
his colours, at least Mr. Gladstone thinks so.
we don't feel bitterly towards him, so we
hard on M. Julien? Pardon me, but I
stands manfully by his rendering "green"
confesses that the word *ching* is applied to a
blue cotton wares by the lower classes, and
ching ma means a grey
all ways by further exoura
of and of disproving Giles's dictum as to
excellence of the Chinese language, that *ching*
is, the *cr*, a modern term for "dress colour"
The discussion is drawn from the old. By

HT
N satisfactorily. Dr. Hirth settles down his work. He gives from Julien and authorities, a list of the different classes of

[illegible]

NITION. manufacturer wished to deceive his
ries; he merely impressed the name
ried the style of which he tried to r

[illegible]

SUPREME COURT

F. HIRTH,
George Hirth/
Singapore;

31st May.

IN APPEAL.

BEFORE THE FULL COURT.

TAM CHUN, APPELLANT v. J. J.
RESPONDENT.

Mr. J. J. Francis, Q.C., instructs
Dennys and Mossop, appeared for the
and the Attorney-General (Hon. E.

F.

RT.
SPOONER,
ed by Messrs.
the appellant,
L. O'Malley)

At this point the report breaks off, and was to be continued the next day.